82937

Town of Lewisporte

Municipal Plan
1983-93

CBCL Limited

October 1983

COUNCIL RESOLUTION

Resolved, pursuant to Section 16 of the Urban and Rural Planning Act, that the Council of the Town of Lewisporte adopt the Municipal Plan entitled The Town of Lewisporte Municipal Plan 1983 - 1993 and prepared by CBCL Limited.

Resolved further, pursuant to Section 18 of the Urban and Rural Planning Act, that the Council apply to the Minister of Municipal Affairs for the setting of the time and place of a public hearing to consider objections or representations to the adopted plan.

PROPOSED BY: _____

SECONDED BY: _____

Certified as a correct copy of a resolution passed at a meeting of Council held at Lewisporte.
on the day of , 1983.

_____
CLERK.

SEAL AND SIGNATURE

Signed and sealed pursuant to Section 16 (3) of the Urban and Rural Planning Act this day of , 1983.

(SEAL)

Mayor

CLERK'S CERTIFICATE

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan adopted by the Council of the Town of Lewisporte on the day of , 1983.

Clerk

MINISTER'S APPROVAL

1, Hazel R. Newhook, Minister of Municipal Affairs, under and by virtue of the powers conferred by Section 25 of the Urban and Rural Planning Act, Chapter 387 of the Revised Statutes of Newfoundland 1970 hereby approve the Town of Lewisporte Municipal Plan 1983 - 1993 adopted by the Council of the Town of Lewisporte on the day of , 1983.

Dated at St. John's this day of , 1983.

Hazel R. Newhook,
Minister of Municipal Affairs

In the Presence of:

J. T. Allston, F.C.I.P.,
Director of Urban and Rural Planning.

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LEWISPORTE MUNICIPAL PLAN 1983 - 93

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1. INTRODUCTION

1.1 Purpose of the Plan

The Lewisporte Municipal Plan 1983-93 has been prepared in order to provide Council with a comprehensive policy document for the management of growth within the Lewisporte Municipal Planning Area. The Plan has been designed to guide development over the ten-year planning period 1983 - 1993. The intention of the Plan is to repeal and replace the Lewisporte Municipal Plan (1977). Where appropriate, sections of the 1977 Municipal Plan have been included.

The Plan has been drafted following a comprehensive review of the Lewisporte Municipal Plan (1977) and all other documents pertaining to the Town of Lewisporte.

All relevant planning issues as required under The Urban and Rural Planning Act (1970) have been assessed, including a survey and study of land use, population growth, economic base of the planning area, its present and future transportation and communication needs, public services and social services.

The approved Plan will become binding on Council and all other persons. Subject to any amendments and regulations, it will be the guide on which all development in the planning area must be based and to which such development must conform. The Act requires that the Plan be reviewed periodically, at least five years from its effective date.

The Plan is based on a complete survey and analysis undertaken during Phases 1 and 2 of the Plan Review. The work conducted during these phases will be presented in Volume 11: Background Report.

The Plan consists of three major sections, which follow as Sections 2, 3 and 4.

Section 2 identifies the planning goals which the Town of Lewisporte wishes to achieve in the long term. It also contains the specific objectives through which the municipality can move towards the fulfillment of its goals during the ten year Planning Period (1983 - 1993).

Section 3 of the Municipal Plan relates specifically to the use of land within the Town of Lewisporte Planning Area. It consists of proposed land use maps and policies to guide development of these uses.

Section 4 deals with the implementation of the Plan through phasing, and a capital works program. It outlines the land use regulations to be adopted after the Plan itself is in effect.

2. GOALS AND OBJECTIVES

It is the intention of the Municipal Plan to establish a number of goals and objectives. A goal is a desired state which reflects the long-range purpose of the Plan and is related to a major area of concern. An objective is a short-range step toward the goal. It is concrete, realistic, action-oriented and attainable within a period of 3 to 5 years. The achievement of an objective should move the goal closer to reality.

Based on a comprehensive study of the planning aspects of the Lewisporte Planning Area the following are the goals and objectives of this Municipal Plan, which are to be pursued within the ten year planning period.

2.1 Physical Structure

Goals:

To encourage a growth structure for Lewisporte which will ensure land use compatibility, orderly development and the economic use of municipal services.

To control future growth of the town in such a manner as to develop a balanced and attractive community.

To provide for the consolidation and continued growth of the existing Town Centre as the primary retail, commercial and service focus of the municipality.

Objectives:

To support the continued development and implementation of comprehensive development plans for various parts of the town, e.g., the Road to the Isles Industrial Park.

To prevent development in sections of the municipality which cannot be economically serviced, e.g., north of Second Avenue.

To allocate land for future development on the basis of its best use considering its physical characteristics and location, e.g., residential and recreational uses in the vicinity of Woolfrey's Pond.

To encourage the future commercial development of the junction area to complement the Town Centre.

To prohibit development south of its present limits on Main Street.

To direct all new industrial development (except that requiring direct port access) to the Industrial Park.

2.2 Economic Opportunities

Goal: To encourage the development of additional employment opportunities to serve the present and future population.

Objectives: To ensure that sufficient areas of land are available for development in the municipality such that new enterprises can be attracted to Lewisporte, especially to the Industrial Park.

To encourage, where possible, the relocation of existing poorly located uses to the Industrial Park.

To complete an Industrial Study which would indicate which industries might be attracted to the town and what their site and servicing requirements would be.

To support the development of those facilities and attractions which will promote the tourism industry within Lewisporte, particularly the Woolfrey's Pond Park.

To support preparation of a "Civic Improvement Scheme" to upgrade and enhance the existing town centre as a convenient and attractive commercial and service core.

2.3 Housing

Goals:

To provide for an adequate quality, quantity and mix of housing to serve the needs of the present and future population.

To provide for a good quality residential environment through good site design and a high standard of municipal services.

Objectives:

To provide an adequate amount of serviced land to accommodate residential development within the municipality.

To encourage the improvement of substandard dwellings.

To provide for a mixture of housing types within the municipality, including provision of a mobile home subdivision.

To provide buffer zones between residential and commercial or industrial areas.

To provide pedestrian links between major residential areas and recreational/institutional facilities, e.g., between Woolfrey's Pond and the residential neighbourhood to the north.

To concentrate major residential development in those areas where municipal services can be most economically extended, e.g., the area bounded by Range Road, Pine Avenue and Spruce Avenue.

To encourage the development of residential infilling lots within built up neighbourhoods.

2.4 Municipal Services

Goal: To provide, where possible, a full range of municipal services to Lewisporte in the most economic fashion.

Objectives: To prohibit further residential development in areas not serviced by main water and sewage, e.g., on the South Side.

To ensure that all development not receiving municipal water and sewage services, (e.g., along Stanhope Road) will be serviced by individual water supply and sewage disposal systems which meet the standards of the Departments of Health and Environment.

To promote development of those areas which are presently or can easily be serviced by municipal water and sewage systems, including the land north of Range Road.

To provide fire protection to all residences through the provision of adequate residential fire flows.

To carry out a Fire Protection Survey which will assess existing fire hazards and fire fighting capacity and to prepare a Fire Protection Plan which addresses the needs identified in this survey.

To ensure that site plans for proposed developments, e.g., additional oil storage tanks are submitted to the Provincial Fire Commissioner's office for approval.

2.5 Transportation

Goal: To provide a safe and efficient internal and external transportation network to serve Lewisporte.

Objectives: To undertake improvements to the Municipal road system through a regular maintenance program.

To encourage an efficient vehicular parking and circulation system for Lewisporte, especially in the Town Centre area. This would form an integral part of the Downtown Improvement Scheme and determine the most efficient use of Main Street and the location of small parking areas throughout the Town Centre.

To investigate how port-related commercial traffic should be routed in order to ensure minimum impact on the downtown and on residential neighbourhoods. This could be via Station Road and Premier Drive or by some other route.

To support the route for the proposed By-Pass Highway as a long term industrial need of Lewisporte.

To examine with Terra Transport the feasibility of extra crossing points on the CNR tracks to increase accessibility of proposed industrial and residential areas and eliminate dead-end streets.

To improve circulation in the Junction area by the construction of an extra turning lane and the installation of traffic lights.

To enhance the pedestrian circulation system within Lewisporte by the construction of crosswalks in heavy traffic areas and the development of pathways between the residential and commercial, recreational and institutional areas of town. Examples of the latter are between the Centennial Drive - Range Road area and Woolfrey's Pond as well as the Town Centre.

To eliminate, where possible, industrial and commercial vehicles from residential streets.

To support completion of upgrading to the Notre Dame Junction Road.

2.6 Community and Social Services

Goal: To provide a full range of community and social services to Lewisporte.

Objectives: To ensure that a minimum of 5% of the area developed for residential subdivisions is reserved for open space/recreational use, the most desirable portion of land to be determined by Council at the time of development.

To encourage the development of Woolfrey's Pond and surrounding areas as a major recreational resource.

To prepare a Recreation Master Plan for the Town of Lewisporte to ensure the optimum use of resources and facilities for the present and future population, and to ensure as far as possible that the population has maximum opportunity to engage in leisure activities.

To encourage the provision of additional community services in response to needs as they are identified.

To encourage the multi-functional use of existing community buildings (schools, churches, etc.).

2.7 Environment

Goals: To provide a pleasant and safe living and working environment in Lewisporte.

To maintain and enhance the natural resources of the Lewisporte Planning Area (e.g., ponds, waterfront areas).

To provide for the health, safety and welfare of the general public.

Objectives: To provide buffers between residential areas and commercial and industrial developments, e.g., north of the Industrial Park.

To prohibit development in excessively marshy areas.

To ensure that a regular community clean up program is maintained within the municipality.

To provide municipal services at environmentally acceptable standards.

To undertake a tree planting program to improve the visual character of the downtown area and the Junction area. Professional advice should be sought on the type, number and location of trees to be planted.

To enhance the entrance to Lewisporte through the provision of screening and landscaping especially in the Junction area.

To control development along the roadways in the rural areas, particularly on the South Side.

To continue to restrict development in the watershed of Stanhope Pond and in other rural areas within the Planning Area boundary apart from passive recreation, e.g., the development of a small picnic site near Shoal Point.

2.8 Municipal Finance

Goal: To manage municipal expenditures and revenues so as to provide necessary municipal services within a framework of long-term financial stability.

Objectives: To manage municipal expenditures within a framework of restraint and maximum return of investment.

To set municipal taxes at a realistic level considering the desired capital and operating expenditures.

To manage the municipal debt load within a realistic framework, considering the Town's ability to generate revenue and to meet its expenditures over the long-term. Annual debt charges should not exceed 25% of total revenues.

To manage the municipal public works program so that the municipality can be provided with adequate services throughout the planning period.

3. THE LAND USE PLAN

The following policies with accompanying Maps 3.1 and 3.2 constitute the land use component of the Lewisporte Municipal Plan, 1983 - 1993. Included are all policies which are seen as necessary by Council to ensure that the physical development of Lewisporte is undertaken in an efficient and economic manner during the ten-year (1983 - 1993) life of this municipal plan. The Land Use Plan is meant to complement the Goals and Objectives outlined in Section 2.

3.1 General Land Use Policies

The following policies can be categorized as general in scope in that they can be applied to more than one land use and to different sections of the Municipality of Lewisporte. They are therefore presented as a separate section of this Land Use Plan.

i) Subdivision Policies

Proposed subdivision development will be subjected to a comprehensive evaluation by Council. The content of this evaluation will be detailed in the Land Use Zoning and Subdivison Regulations. The evaluation will include:

(a) a full investigation of all physical features of the site and the resulting opportunities and constraints to development. Where possible, the layout of proposed lots and roads should conform to the topography.

(b) a demonstration of how the proposed subdivision will mesh with existing development and roads on adjacent lands and provide for future access to undeveloped lands in the area.

(c) an investigation to ensure compatibility between the subdivision and the land uses, both existing and future, in the surrounding area. Emphasis will be on having a proper design of the subdivision to ensure a high quality living environment, including buffering from incompatible land uses such as railway uses.

(d) a close look at proposed municipal services and the capital and maintenance costs of providing these services.

ii) Subdivision Agreement

As a condition of approval, for a proposed subdivision, the Council may require the developer to enter into a subdivision agreement with the Municipality.

iii) Parkland Conveyances

A minimum of 5% of the land developed for subdivision purposes shall be dedicated to the municipality as parkland. In order to be acceptable, the land must be suitable for recreation purposes. Council may accept from the developer in lieu of such land conveyance, the payment of a sum of money equal to 5% of the value of the land to be subdivided as determined by an appraisal of the property at the date of subdivision approval.

iv) Municipal Services

New development will only be permitted in areas which can be provided with full municipal water and sewage services. Areas where water pressures are in doubt, e.g., where fire flows cannot be guaranteed at all times, will be excluded from development until services are upgraded.

v) Easements and Emergency Access

Where land is required for utility easements or emergency access, such land shall be obtained for the appropriate agency in the course of approving subdivision or other development applications.

vi) Soil and Drainage

Development shall only be permitted on lands having soil and drainage conditions which are suitable to permit the proper siting and development of the proposed uses.

vii) Building Setbacks

Building setbacks from roads shall be provided in accordance with the zoning and subdivision regulations to preserve the right-of-way widths specified in this Plan. Such setbacks should be sufficient to allow appropriate landscaping and to permit the parking and movement of vehicles clear of any road allowance.

viii) Parking and Loading Facilities

Off-street parking areas and loading facilities shall be provided for the applicable uses as required by implementing zoning regulations.

ix) Development of Non-residential Uses

As a condition of approval for the development or redevelopment of any non-residential use, the Municipality may require the following facilities along that side of the lot which adjoins a non-compatible use:

(a) increased yards;
(b) planting strips, screening, fencing and/or berms; and
(c) prohibitions on parking, delivery, loading and open storage.

x) Access to a Public Street

All development must front on a publicly maintained street.

xi) Control of Ribbon Development

Ribbon development along the major access roads serving Lewisporte shall not be permitted beyond existing limits or as designated in this Plan.

3.2 Specific Policies - Land Use Designations

The land resources of the Lewisporte Planning Area shall be managed in accordance with the proposed land uses shown on Maps 3.1 and 3.2 and the land use policies contained within this Municipal Plan.

Maps 3.1 and 3.2 establish the pattern of development by dividing the Planning Area into the following land use designations:

Residential - Phase 1
- Long Term
- Mobile Home

Commercial - Highway-related
- General
- Town Centre
- Shopping Centre

Industrial - General
- Light

Mixed USe - South of Cabot Street
- North of Tank Road

Open Space - Conservation
- Recreation
- Recreation Facility
- Cemetery
- Watershed

Institutional

Utility

Transportation

Rural

The following policies are to be applied specifically to the designations listed above and outlined on Maps 3.1 and 3.2.

3.2.1 Residential Uses

There are three categories of residential land uses designated within the Planning Area. They are:

Residential - Phase 1;

Residential - Long Term and
- Mobile Home.

Residential uses are also permitted within the Downtown Commercial and Mixed Use designations dealt with later in this Plan.

a) Residential - Phase 1

This designation is applied to areas where priority will be given to new residential development or to maintaining existing residential neighbourhoods during the Planning Period.

Policies:

i) Uses Permitted

All types of permanent residential uses (excluding mobile home uses) are permitted within this designation, including single family detached, semi-detached senior citizens' housing and townhouse residential uses. The latter shall be permitted at Council's discretion in order that they be compatible with surrounding areas. The specific types and densities of uses permitted shall be established in the Lewisporte Land Use Zoning and Subdivision Regulations.

Compatible open space and institutional uses (e.g., parks, churches) can be located as discretionary uses within residential areas, provided that:

a) the use does not conflict with neighbouring uses;
b) the dominant use within the area continues to be residential; and
c) adequate pedestrian and vehicular access and on-site parking can be provided.

Local convenience stores and other limited commercial uses which serve local neighbourhood needs only may be permitted within residential areas provided that the commercial use is clearly subsidiary to the residential use (e.g., where the commercial use is contained within the residence).

ii) Permitted Location

The area bounded by Birch Street and Spruce Avenue, extending south to the Reserved Road Allowance (see Map 3.1), is the prime site for residential subdivision development within the municipality. Other residential development within the Residential - Phase 1 area will be by means of infilling and minor expansions of existing development.

No additional residential development will be permitted on the South Side unless it can be fully demonstrated that a residence is required to support a legitimate Rural use (see Section 3.2.8).

Local commercial uses within Residential areas (see policy (i)) should preferably be located near a park or school site or in proximity to a major road.

iii) Site Development Requirements:

Residential development shall comply with the General Land Use Policies of this Plan (Section 3.1) and with the provision of the Lewisporte Land Use Zoning and Subdivision Regulations. Included shall be provisions for site design and development, the extension of roads and other services, future access to adjacent, undeveloped lands and buffering from incompatible uses.

Infilling between existing buildings and properties shall be permitted subject to the policies of this Plan and other requirements for servicing, design and safety of the Municipality of Lewisporte, and appropriate provincial agencies, including the Departments of Health and Environment.

b) Residential - Long-term

Three areas have been designated Residential - Long-term on Map 3.1.

- South of Pond Road;
- South of Range Road; and
- North of Second Avenue.

Policies:

i) Uses Permitted

Permitted uses within Residential - Long-term areas shall be as outlined for Residential - Phase 1 areas (see Residential - Phase 1, policy (i)).

ii) Development Priority:

Each of these areas is seen as desireable for residential development in the future; however, they are given a lower priority for the 1983 - 1993 Planning Period because of the availability elsewhere of residential land which has greater opportunity for development in the short term (Residential - Phase 1 areas).

iii) South of Pond Road:

Several matters must be resolved prior to development being permitted on this site. A plan of subdivision shall be prepared covering the entire site for Council's approval. The developer(s) shall also resolve the following to Council's satisfaction prior to approval:-

- the land ownership pattern (several long, narrow tracts of land);
- site access (from Pond Road to the north and/or the Poplar Street area to the east, via the CNR tracks);
- the relationship between the site and the parcel designated Mobile Home Residential to the south;
- buffering from the CNR tracks to the east and the transmission line to the west;
- the need to preserve pedestrian access for future residents of the site to Woolfrey's Pond.

iv) South of the Reserved Road Allowance:

This area is bounded by the Reserved Road Allowance on the north and the CNR tracks to the east.

A comprehensive plan of subdivision shall be drawn up for the site which shall be approved by Council prior to development. All outstanding matters concerning the site shall be resolved prior to Council's approval, including the following:

- the future role of the Reserved Road Allowance and the provision of adequate vehicular access to the site

- the relationship of the site to the municipal park at Woolfrey's Pond

- buffering from the transmission line which bisects the property and the CNR right-of-way.

- site drainage.

v) North of Second Avenue:

Development of this site shall be long-term in scope, mainly because of the water servicing limitation.

A comprehensive plan of subdivision shall be approved by Council prior to development occuring. The plan should be designed so as to take full advantage of all the site's physical features. The major priority to be satisfied is the provision of full water service to the site (including reliable fire flows).

c) Residential - Mobile Home

This designation is applied to the parcel of land bounded by the CNR right-of-way to the east, the transmission line to the west and extending south from Noseworthy Street (see Map 3.1).

Policies:

i) Uses Permitted:

Mobile homes shall be the only residential use permitted within this designation.

ii) Development Standards

Development of the site shall be treated as any conventional housing development and shall conform to the standards established in the Mobile Home Development Regulations, 1976 administered by the Department of Municipal Affairs and the Lewisporte Land Use Zoning and Subdivision Regulations.

iii) Development Approval Requirements

Prior to a mobile home development being approved for the site, the following matters shall be resolved to Council's satisfaction:-

- the most suitable access points to the site from Main Street (Map 3.1 shows two possibilities, conceptual only).

- suitable buffering along the CNR right-of-way, the transmission line and the southern boundary of the site, which adjoins the Industrial designation.

- a plan of subdivision shall be prepared for the site which meets the standards of the Mobile Home Development Regulations and which takes advantage of site features and such measures as tree planting to create a pleasant living environment for residents.

3.2.2 Commercial Uses

There are four categories of commercial land uses designated within the Planning Area. They are:

Commercial
- Highway-related;
- General;
- Town Centre; and
- Shopping Centre.

Commercial uses are also permitted within the Mixed Use designations dealt with later in this Plan.

a) Commercial - Highway-related

This designation is applied to land along the southern section of Main Street, its main focus being in the vicinity of the Road to the Isles intersection.

Policies:

i) Uses Permitted:

Only commercial uses which are highway related and therefore have a regional trading area will be permitted in this area. Examples shall include motels, automotive supply outlets, car dealers and building supply dealers. Further, they should be uses which complement rather than adversely affect the commercial uses in the Town Centre.

ii) Permitted Locations:

Highway commercial uses will be permitted anywhere within the area designated on Map 3.1, subject to siting and access requirements. This shall include the undeveloped site on the west side of Highway 340, extending to the mouth of Southwest Brook.

iii) Design Considerations:

Careful attention shall be given to the design, location and appearance of buildings permitted along Main Street.

Visual screening shall be encouraged along Main Street through such measures as a tree planting program, in order to provide a pleasant appearance to this area of Main Street for residents and the travelling public.

iv) Access Considerations:

Where possible, buildings should be located such that joint access can be achieved for adjoining properties.

A second access shall be reserved to the Industrial area west of the CNR right-of-way via the Reserved Road Allowance shown on Map 3.1.

v) On-Site Parking:

Adequate on-site parking shall be provided in all cases.

vi) Municipal Water Supply:

Upgrading of the municipal water service to this part of the municipality shall be completed as soon as possible, considering Council's financial resources.

b) Commercial - General

This designation is applied to a variety of commercial uses located principally along Main Street.

Policies:

i) Uses Permitted:

The uses permitted in General Commercial areas may include business and professional offices, and a variety of retail outlets. Service clubs such as the Canadian Legion are also permitted uses. Council shall exercise its discretion in permitting service stations or other uses which could impose hardship on adjoining residential uses.

ii) Compatibility of Uses

The uses permitted should be compatible with adjoining (principally residential) uses in the various locations throughout the Planning Area. Screening or buffer planting may be required between commercial uses and adjacent residential uses.

iii) Accessory Residential Uses

Existing accessory residential uses shall conform to this Plan.

iv) Access and Parking:

Future General Commercial uses established on the sites designated on Map 3.1 shall be located so as to provide a high level of access. Sites should be designed so as to provide easy access and adequate parking, as required.

c) Commercial - Town Centre.

This designation is applied to land extending along Main Street between the port-industrial uses to the north to a point between Cabot and Young Streets (see Map 3.1).

Policies:

i) Uses Permitted:

The uses permitted within the Commercial - Town Centre designation may include retail shops, government and civic buildings, restaurants, financial and business

offices. Highway-related commercial uses shall not be permitted. Uses which require extensive land areas (e.g., service stations) or which require open storage shall not be permitted.

ii) Improvement Scheme Requirement

Council shall support the preparation of a Civic Improvement Scheme for the Town Centre, in conjunction with downtown businessmen, preferably a Downtown Businessmen's Association if formed. The Scheme would consider all aspects of streetscape and storefront improvements in addition to renovation/replacement of older buildings.

Included should be:-

- the encouragement of consistent design and building standards;

- the provision of convenient pedestrian access to and circulation throughout the Town Centre, which could include the upgrading/widening of sidewalks;

- the delineation of small parking sites (e.g., 5 - 10 parking spaces) throughout the area so as to provide convenient parking for shoppers;

- the provision of tree planting and street furniture such as benches and litter receptacles;

- a consideration of specific sites where there is an opportunity for infill development or redevelopment. An example of the latter could be the municipal parking lot and the buildings separating it from Main Street. A re-design of this site could result in a small commercial development where buildings were better related to the parking lot as well as to Main Street;

- an investigation of how port-related commercial traffic should be routed in order to ensure minimum impact on the Town Centre and adjacent residential neighbourhoods. One means to be investigated would be via an upgraded Station Road.

- the generation of funding to implement the Scheme;

- a marketing strategy for the Town Centre.

d. Commercial - Shopping Centre

This designation is applied to the shopping centre on Main Street at the intersection with the Road to the Isles.

Policies:

i) Uses Permitted:

Commercial retail and office uses normally associated with a shopping centre are permitted within this designation. A service station use will be permitted on the site, given its location at a major intersection.

ii) On-site Parking:

Adequate on-site parking will be provided in all cases.

iii) Municipal Water Supply:

Upgrading of the municipal water service to the site will continue to be a priority of Council.

3.2.3 Industrial Uses

Land is designated for industrial uses in several parts of the municipality. These are divided into two major categories:

Industrial - General; and
- Light.

a) Industrial - General

Three major land areas are designated for General Industrial uses; the land set aside as an industrial park west of Main Street south; the Port and Tank Farm area, the CNR right-of-way and two other sites; the sawmill operation north of Pond Road and the site south of Mussel Bed Cove.

Policies:

i) Uses Permitted

The uses permitted in General Industrial areas may include warehousing and distribution uses, rail and marine transportation terminals and facilities, bulk storage tanks, manufacturing and processing uses and similiar uses.

Other complementary uses such as minor parks and recreation facilities, business offices, financial offices and service stations may also be permitted at Council's discretion.

ii) Industrial Park

The plan of subdivision drawn in January 1980 for the first phase of the Industrial Park shall be recognized by this Plan. Before any additional development is permitted within the area designated Industrial Park on Map 3.1 a comprehensive plan of subdivision for all these lands shall be approved by Council. This plan shall be supported by documentation which considers all factors relative to development of the site, including:

- drainage of the site, and in particular, how best to avoid the extensive boggy area to the west, (see Map 3.1).

- the need for a second road access to the site (a proposed access based on preliminary evaluation is shown on Map 3.1).

- visual buffering from Main Street to the east and proposed Residential uses to the north.

- the location of industrial uses which could conflict with residential uses (by reason of noise, smell, etc.) a safe distance away from the proposed residential uses north of the site.

- the possible need for different types of industrial uses to be accommodated in different sections of the site, (e.g., serviced - unserviced; land extensive and intensive, or heavy and light industrial uses).

- an assessment of traffic generation by the industrial park and any requirement for alterations to Main Street.

- servicing costs and any other financial implications for the Town of Lewisporte.

- future road link with the By-Pass Highway to the west, (see Map 3.2).

The plan of subdivision should provide a conceptual design for development of the overall site and detailed design for a second phase (Phase 1 being the plan of subdivison dated January 1980).

iii) Port and Tank Farm Area

The industrial uses established in this area will be continued throughout the Planning Period. A major emphasis will be upon making more efficient use of the limited space available through redevelopment or re-orientation of existing uses.

That part of the area lying north of Tank Road must be looked at comprehensively before approval for development is given by Council. The matters deserving special attention include the following:

- gaining proper access to Main Street, including possible redevelopment of the properties separating the site from Main Street.

- proper buffering from the established residential neighbourhood to the north.

- adequate fire protection services for the site as determined by the Provincial Fire Commissioner

iv) South of Mussel Bed Cove

This site is to be used for port-related industrial uses only, on individual water and sewage services. Further development of the site could involve the extension of municipal services to the site and connection to the proposed Highway By-Pass.

Portions of the site are shown on both Maps 3.1 and 3.2.

The Industrial Study to be completed in 1983 could recommend that an amendment be considered to this Plan to accommodate additional industrial uses in the Mussel Bed Cove area.

v) Permitted Location:

All new General Industrial uses (except that requiring direct port access) should be located in the Industrial Park.

Existing General Industrial uses located in other parts of Lewisporte will be encouraged to re-locate to the Industrial Park.

vi) Open Storage

The open storage of goods or materials shall be permitted for General Industrial uses, subject to the provisions of the Lewisporte Land Use Zoning and Subdivision Regulations.

vii) Municipal Services

Except as provided for elsewhere in this Plan, industries shall be serviced by municipal water and sewage systems. Where unserviced development may be permitted, an engineering report shall be required indicating there is an adequate supply of potable water, that the method to be used for fire protection is suitable and that soil conditions permit the installation of a waste disposal system which complies with the standards of the Departments of Health and Environment.

b) Industrial - Light

Map 3.1 shows three sites designated for Light Industrial uses which abut the CNR right-of-way between Premier Drive in the north and Pleasant Street in the south. In addition, land along Premier Drive/Stanhope Road, extending to Stanhope Pond Brook and Main Street is so designated (see Maps 3.1 and 3.2).

Policies

i) Uses Permitted:

Industrial uses permitted within this designation shall be those which are appreciably free of hazards or nuisances, (e.g., noise, smell, unsightly properties) to adjoining properties, if properly managed. Examples may include wholesaling and warehousing uses, electrical substations and accessory office uses. Service stations are included in the industrial designation because of their potential hazard due to explosion or fire.

ii) Premier Drive - Stanhope Road:

This Light Industrial area extends from the vicinity of the Vocational School north to the municipal boundary, which coincides at this point with Stanhope Pond Brook.

There are developed industrial uses at both ends of this designated area. Seven other lots have been sold with the intention of their being developed for Light Industrial purposes. A large middle section on both sides of the road is undeveloped and owned by the Town of Lewisporte.

No uses will be permitted in this area which require or could in the future require municipal water and sewage services.

Rigid standards shall be enforced requiring the retention of trees (and/or the planting of trees) along the Stanhope Road frontage. This buffer strip shall be a minimum of 30 metres wide. The entrance from Stanhope Road will be designed so as to minimize the visual impact.

All future buildings and outdoor storage will be set back from Stanhope Road a distance sufficient to ensure that the visual impact will be minimized.

Industries wishing to locate in this area will be encouraged first to locate in the Industrial Park in order to concentrate industrial uses within the municipality.

Prior to development of any lot, Council shall require a site plan containing proposed servicing, placement of building and storage uses, proposed buffering and entrance way design provisions.

3.2.4 Mixed Uses

Two areas have been designated on Map 3.1 so as to permit the continuation of a mixture of land uses. These are:

- south of Cabot Street; and
- north of Tank Road.

a) South of Cabot Street

Policies:

i) Uses Permitted

The land uses permitted within this designation will be the traditional mix of commercial, institutional and residential uses. Uses such as small retail shops, business and professional uses, places of worship and residences may be permitted.

ii) Compatibility of Uses

Infilling between and minor expansion of existing uses will be permitted on a limited basis, providing the uses remain compatible with each other and that adequate municipal services can be provided.

New commercial uses proposed for this area will be evaluated closely, as to their compatibility with surrounding uses. Uses requiring open storage will not be permitted. The provision of off-street parking will also be an important criteria in order that traffic flow along Main Street is not hampered.

b) North of Tank Road

Policies:

i) Uses Permitted:

The land uses permitted within this designation will be those which make up the residential, commercial and industrial mixture of uses

characteristic of the area. Uses permitted may include limited port-related industrial/commercial uses and associated offices, residential uses and small retail shops.

ii) Permitted Location

Industrial /commercial enterprises related to the port shall be located on the east side of Main Street.

Residential and commercial uses shall be concentrated on the west side of Main Street.

iii) Compatibility of Uses

New industrial and commercial uses will be evaluated closely as to their compatibility with surrounding uses. The criteria for evaluation will include the generation of traffic and the ability to provide off-street parking.

Uses which will generate offensive odours, noise or dust emissions will not be permitted in this area.

3.2.5 Open Space Uses

There are five categories of Open Space land uses designated within the Planning Area. They are:

Open Space
- Conservation;
- Recreation;
- Recreation Facility;
- Cemetery; and
- Watershed.

Limited open space and recreation uses are also permitted within all other designations of this Plan.

The general purpose of Open Space land uses is to provide recreational opportunities for residents and tourists; to protect physical resources, including watersheds, cemeteries and environmentally sensitive lands.

a) Open Space - Conservation

The land designated for Open Space - Conservation uses include undeveloped portions of the shoreline along the North Side shore, extending to Mussel Bed Cove (see Map 3.1).

Policies:

i) Uses Permitted:

No permanent buildings or structures shall be permitted on lands designated for Open Space - Conservation Uses, except those necessary for environmental protection (e.g., for erosion control).

Uses permitted may include passive recreational uses such as hiking trails or a small picnic park.

ii) Public Access

Public access wil be preserved as far as feasible to all Open Space - Conservation areas.

b) Open Space - Recreation

Policies:

i) Uses Permitted:

A range of athletic and recreational activities may be permitted on lands designated Open Space - Recreation. Also permitted will be subsidiary structures such as change rooms or a small catering facility. Activities which require the use of major developed facilities are included under the Open Space - Recreation Facility designations.

Other permitted uses may include hiking, all leisure and/or unorganized recreation activities.

No development other than recreational uses will be permitted.

ii) Access and Buffering

Major purposes for Open Space - Recreation land shall be to provide pedestrian access to recreation

facilities (e.g., to Woolfrey's Pond) and to act as a buffer between incompatible land uses (e.g., Industrial and Residential uses).

Proposed residential developments, e.g., north of Range Road and south of Pond Road will be designed so as to ensure that pedestrian access is preserved to recreational areas such as Woolfrey's Pond and the Bowater Avenue complex.

c) Open Space - Recreation Facility

Policies:

i) Uses Permitted:

Permitted uses may include developed athletic and other recreation facilities such as ball fields, stadium, trailer park and playground facilities.

ii) Woolfrey's Pond Park

The Woolfrey's Pond Municipal Park will be completed during the Planning Period, to include the proposed trailer park, picnicing and swimming areas and the Woolfrey's Pond hiking trail.

iii) Increased Use of Facilities

Efforts shall be made to promote increased public use of recreational facilities operated by the Municipality and those owned by other public authorities such as school boards, in co-operation with the authorities concerned.

iv) Parkland Dedication

Residential subdivision development shall include the dedication of land for recreational use (see Section 2.6).

d) Open Space - Cemetery

Policies:

i) Uses Permitted:

Sites designated Open Space - Cemetery shall be preserved for cemetery uses. Passive recreational uses such as hiking may also be encouraged in these areas.

e) Open Space - Watershed

The Stanhope Pond watershed is designated Open Space - Watershed on Maps 3.1 and 3.2.

Policies:

i) Uses Permitted

Use of the watershed will be limited to passive recreation uses such as hiking, fishing and canoeing, until such time as a study is completed which carefully considers the watershed's resources and uses which are compatible with the municipal water supply priority.

No permanent buildings or structures will be permitted, within the watershed except those required to control erosion. Resource development such as aggregate mining and wood harvesting which could affect erosion and drainage patterns within the watershed will not be permitted, pending completion of a resource use study.

3.2.6 Institutional Uses

Policies:

i) Uses Permitted:

All types of Institutional uses are permitted, including schools, churches, government offices and facilities and community service organizations such as a Lions' Club.

Institutional uses may also be permitted within Residential, Mixed Use and Town Centre Commercial areas, as outlined elsewhere in this Plan, provided such criteria as adequate access and parking are met.

Accessory uses such as school recreational facilities are also permitted within the Institutional designation.

3.2.7 Utility Uses

Policy:

i) Uses Permitted:

Uses permitted within this designation include public utility uses such as electrical sub-stations and solid waste disposal sites.

Utility uses are also permitted in areas designated for Rural uses. They may also be permitted within other designations of this Plan, provided compatibility safeguards are met.

3.2.8 Transportation Uses

Policies:

i) Uses Permitted:

Three types of roads are identified on Map 3.1:

Arterial, Collector and Local.

Arterial roads are major routes connecting the various sub areas and neighbourhoods of the town. Individual accesses are permitted but should be limited where possible to public road intersections and other major traffic generators in order to ensure free flow of traffic. The standard right-of-way should be 27 metres where possible. The roads falling under this classification include Main Street, Stanhope Road, the Road to the Isles and the Future Highway By-Pass.

Collector roads are those that link local streets with arterials and carry intra-urban traffic as well as local traffic. Access should not be limited but should be properly planned. The standard right-of-way for a collector road should be 22 metres. Limited on-street parking may be allowed.

The roads falling under this classification include Bowater Avenue, Centennial Drive, Hillgrade Street and Station Road. A future collector loop will be formed by Pine Avenue, extended over to and including Range Road.

Local roads are intended to serve abutting frontages and generally are not used by traffic except to approach the developments or properties which front on them or on other adjoining local streets. The width of pavement and the provision of sidewalks should be related to the traffic volumes on the specified road. As a general standard, the right-of-way for a local road should be 18 to 20 metres with limited on-street parking.

The remainder of the roads shown on Map 3.1 fall under this category.

ii) Reserved Road Allowances

Two Reserved Road Allowances are shown on Map 3.1. Their eventual functions within the municipality's road network should be further investigated.

The road allowance north of the Road to the Isles intersection should be investigated as a second access into the Industrial Park. It would therefore be joined with the present access to the park to form a collector loop.

The road allowance just south of Range Road should be investigated as a collector road which would be connected in future with Pine Avenue to form a collector loop between Main Street and Premier Drive.

iii) Town Centre - Highway By-Pass Connection

An investigation should be made of the most desirable road connection between the Town Centre and the Highway By-Pass. This should include a prediction of future traffic loads generated by the port. The major question to be answered is whether traffic loads can be accommodated by existing roads - Premier Drive via Station Road, or whether an upgrading of Station Road or construction of an alternate collector route would be preferable.

These questions should be answered by the Industrial and Harbour Development Study to be completed in 1983.

iv) Future Access Points

One of the issues to be resolved in the preparation of the plans of Subdivision for the Residential and Mobile Home Residential sites south of Pond Road is the provision of road access to the sites. Three potential access points are shown on Map 3.1.

3.2.9 Rural Uses

The remainder of the Lewisporte Planning Area is designated for Rural uses, as shown on Maps 3.1 and 3.2.

Policies:

i) Uses Permitted:

No development will be permitted within Rural areas except that associated with forestry, fishing, hunting and agriculture. Industrial uses (e.g., a peat harvesting operation) associated with these resources may be permitted within the Rural area, particularly those which need to be located near raw materials and could therefore not be feasibly located in the Industrial Park.

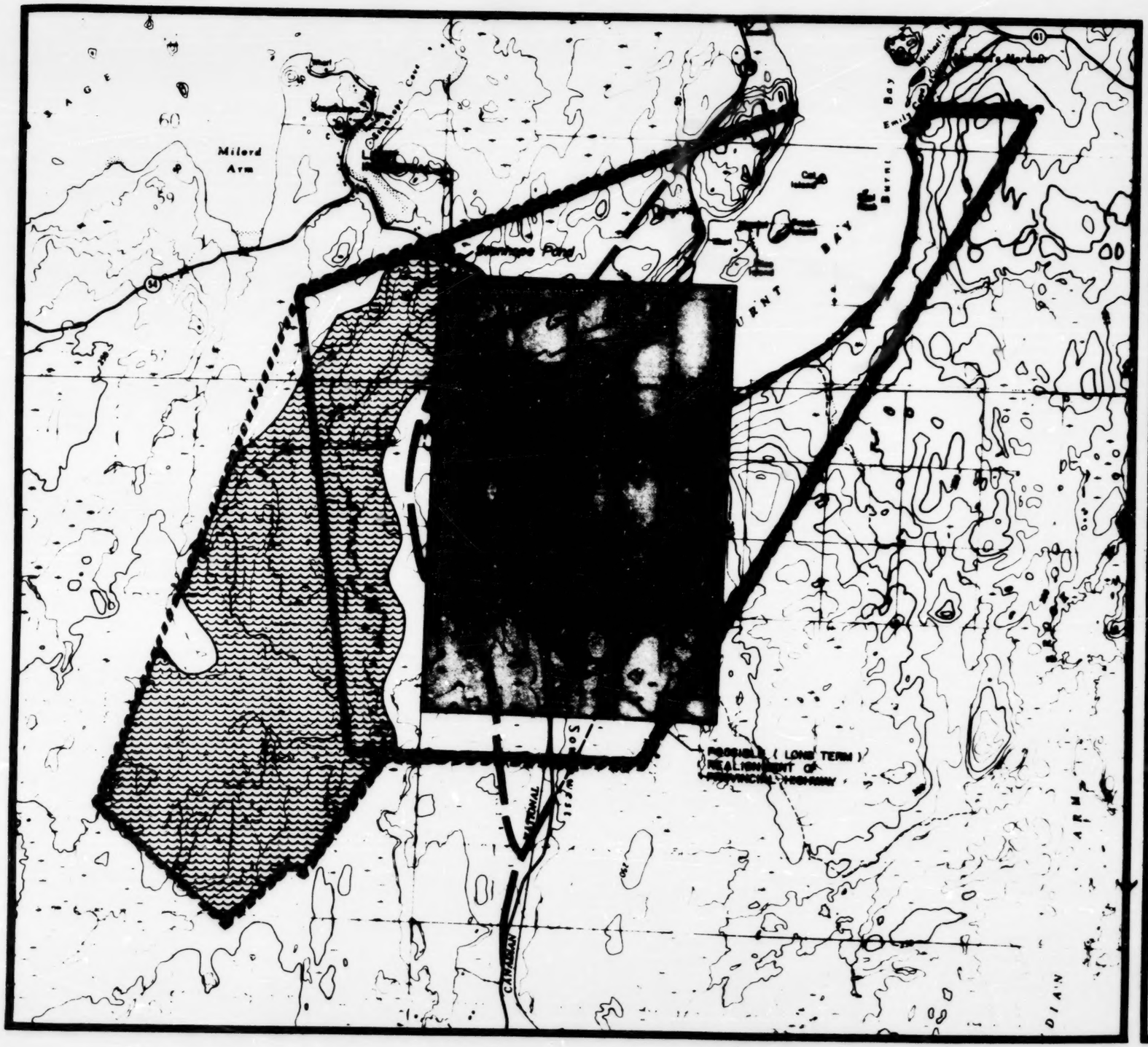
Small scale quarrying will be permitted provided permits are gained from the Department of Mines and Energy.

Public utility uses such as transmission lines will be permitted along with communication antennae.

Residential uses will not be permitted except as accessory to the permitted uses identified above.

ii) Development Assessment

Any major development proposed in Rural areas (e.g., a major quarrying operation) will be given special study and/or an environmental assessment (to be determined by the Department of Environment). Such development will require an amendment to the Plan.



LEWISPORTE MUNICIPAL PLAN 1983-1993

Proposed Land Uses **Map 3.2**

- open space
  - conservation
  - watershed
- general industrial
- rural
- arterial road
- proposed by pass road
- planning area boundary
- municipal boundary
- area covered by map 3.1

CBCL Limited

NORTH

0 500 1000 2000 metres

drawn by

approved by

date
18 Oct '83

project no.

4. IMPLEMENTATION

The Municipal Plan will be implemented over the next ten years through decisions of Council and affected agencies such as Terra Transport, the Department of Transportation and the Department of Development. Of particular importance to Council are the following:

(i) effective administration of the Plan;

(ii) the adoption of an annual capital works program;

(iii) the adoption of Land Use Zoning and Subdivision Regulations;

(iv) the adoption of development schemes; and

(v) the procedure for considering amendments to the Plan.

4.1 Administration of the Plan

For the purposes of administering the Plan, the Proposed Land Use Maps 3.1 and 3.2 shall be read only in conjunction with the Goals, Objectives and Policies outlined in this document. All development applications will be carefully evaluated as to their conformity to the Plan. The full conformity of all proposals to the Plan shall be required by Council.

The boundaries between land uses designated on Maps 3.1 and 3.2 are meant to be general, except where they coincide with roads or other prominent physical features, where they are intended to define the exact limits. It is intended that no amendment to this Plan shall be required to permit minor adjustments to these boundaries. Other than such minor changes, no development shall be permitted that does not conform to this Plan.

Once conformity to the Plan has been established, Council will ensure that all development proposals are given a comprehensive review which shall include circulation to all affected public departments and agencies. Council's final decisions will be based on the desire to guide the development of Lewisporte in the best long-term interests of its citizens.

All persons wishing to develop land for any purpose within the Lewisporte Municipal Planning Area shall apply to Council for permission through the established procedure. Council may approve applications with or without conditions. The appeal of all Council decisions to the Regional Appeal Board or a Local Appeal Board, if established, shall be permitted.

Prior to the major development of land within the Planning Area, a development agreement may be required, which will be signed by both the developer and the Council. This agreement shall establish the conditions under which development may proceed and shall be binding to both parties. Conditions governing developments may also be enforced by being attached to the development permit.

Nothing in this Plan shall affect the continuance of land uses which are lawfully established on the date that the Plan is adopted by Council.

4.2 Public Works Program

An annual public works program will be adopted and implemented by Council. This will include five year projections of work to be undertaken as required by The Municipalities Act.

The following major projects are seen as necessary to be undertaken during the first five years of the 1983 - 1993 Planning Period in order to implement the objectives and policies of this Municipal Plan. The program also includes studies which should be carried out.

Projects are not listed in order of priority. On-going minor construction and maintenance programs are not included.

Preliminary cost estimates are provided (where possible) in 1983 dollar values. Engineering fees and financing charges are not included.

Time Frame	Project	Estimated Cost
0 - 5 years	Road Reconstruction - 40% share of total cost	$ 137,000
	Land Purchases	35,000
1983	Upgrading of Water Distribution - extension of water-line south of Premier Drive	26,000
	Pumphouse improvements - Stanhope Pond pumphouse	28,000
	Equipment Purchases	22,000
	Woolfrey's Pond Park	200,000
	Total	$ 438,000
	Road Reconstruction - 40% share of total cost	$ 100,000
	Land Purchases	22,000
	Mobile Home Subdivision	80,000
1984	Upgrading of Water Distribution - extension of waterline south of Premier Drive	50,000
	New sewer system Russann Street -Hillgrade Street - replacement of present undersized sewer	120,000
	Equipment Purchases	40,000
	Repairs to Town Hall	16,000
	Carry Forward	$ 428,000

Time Frame	Project	Estimated Cost
Forward from previous page		$ 428,000
	Tree planting program	12,500*
1984	Recreation Master Plan	25,000
	Downtown Improvement Scheme	20,000**
	Total	$ 485,500
	Replace Rink Floor at Stadium	$ 120,000
	Road Reconstruction	80,000
	Land Purchases	15,000
1985	Equipment Replacement	100,000
	Upgrading of Water Distribution - completion of extension south of Premier Drive	110,000
	Total	$ 425,000
	Construct 400,000 gallon Water Storage Tank	385,000
	Equipment Purchases	60,000
1986	Road Reconstruction	90,000
	Total	$ 535,000

* This estimate is given only to give an indication of the total cost of the program. It has been prepared for a 150 metre stretch of road which would contain 100 trees. An approximate cost per tree (installed) is $125. Professional advice would need to be sought for the most suitable type of tree, and on the location and density of planting.

** Other required public works would result from preparation of the Downtown Improvement Scheme.

Time Frame	Project	Estimated Cost
1987	Upgrading of Water Distribution - north of Premier Drive	$ 450,000
	Equipment Purchases	100,000
	Road Reconstruction	80,000
		$ 630,000
1988 - 93	Sewage Treatment Plant*	
	Ongoing road maintenance	
	Municipal capital works to facilitate port development will need to be determined at a future date, following finalization of the NORDCO study on Industrial and Port Development.	
	Municipal investments will likely be required in connection with further development of the Industrial Park and the Range Road Subdivision. However, the intention of Council is to recover costs through the sale of lots.	

* This facility was proposed in the Proctor and Redfern 1979 report. It will need to be re-evaluated during 1983 - 93, at which time its cost will be re-estimated.

It is recognized that some of the public works listed can only be undertaken with substantial contributions from other levels of government. For the works, or portions thereof, which are financed directly by the Town of Lewisporte, it is Council's intention to borrow prudently and to apply funds directly out of the Town's revenues where possible.

Other work such as the upgrading of the Junction Highway and the Highway By-Pass would be financed totally by Provincial and Federal funds.

Council's ability to undertake major public works during the planning period will depend largely on how it manages its financial affairs. The municipality has managed its fiscal affairs in an efficient manner and as a result has a sound financial standing (Fig. 4.1).

FIGURE 4.1: LEWISPORTE REVENUE AND EXPENDITURES 1977 - 1983*

YEAR	TOTAL EXPENDITURE	TOTAL REVENUE	DEFICIT/ SURPLUS	DEBT CHARGES
1977	$ 428,060	$ 425,113	-$ 2,947	$ 94,984
1978	532,483	495,997	- 36,486	79,585
1979	566,566	451,775	- 114,791	94,864
1980	842,900	955,956	+ 113,056	195,329
1981	884,036	996,925	+ 112,889	187,735
1983 (projected)	1,015,322	1,015,322	-	159,982 = 15.7% of total revenue

* SOURCE: Lewisporte Financial Statements

The following are regarded as important components of a financial management program for the municipality:

(i) All proposed public works which qualify for assistance from the provincial or federal governments shall be financed on this basis. This shall include cost sharing programs with the provincial government to undertake road construction and grants under the Local Employment Assistance Program.

(ii) Funds raised by the municipality to undertake public works shall be taken from local revenue where possible. Two sources from which funds can be expected for this purpose are:

(a) new development; and
(b) property reassessment (1983)

Minor public works in particular should be financed from current account where possible.

(iii) Mill rates and service fees shall be increased during the Planning Period to keep pace with inflation and to ensure that the 1983 level of municipal services can be maintained.

(iv) Council shall manage its debt during the planning period using as a firm guideline that annual debt charges should not exceed 25% of total municipal expenditures.

(v) Additional borrowing to undertake major public works shall preferably be on the basis of government guaranteed loans.

(vi) 15% of annual local revenues shall be applied against the municipality's long term debt for water and sewage works, in keeping with the policy of the Department of Municipal Affairs.

(vii) Council shall pursue a break-even policy for development which will require the developer to pay for the installation of all services to municipal standards.

(viii) Council will seek to implement the Downtown Development Scheme (see Public Works Program) at least partially through the constributions of private businessmen.

4.3 Land Use Zoning and Subdivision Regulations

Once the Municipal Plan has been adopted, Council will proceed with the preparation of comprehensive Land Use Zoning and Subdivision Regulations pursuant to Section 37 of The Urban and Rural Planning Act of Newfoundland which states:

"When the Municipal Plan comes into effect the Authorized Council shall develop fully a scheme for the control of the use of land in strict conformity with the Municipal Plan ... and shall prepare:

(a) zoning plans dividing the Municipal Planning Area into use zones;
(b) land use zoning regulations; and
(c) subdivisions regulations."

The regulations will be drawn up so as to implement the Goals, Objectives and Land Use Policies of the Municipal Plan. The document will contain general land use and subdivision regulations designed to control all land subdivision and development within the Lewisporte Municipal Planning Area. All land within the planning area will be covered by land use zones (residential, commercial, etc.) which will provide for such detailed requirements as lot size and coverage, building setbacks and parking regulations.

The regulations may also provide for the appointment of a local Board of Appear by Council and establish the powers and rules of procedure of such a board. This board or alternatively the Regional Appear Board, will be mandated to hear appeals against decisions of Council made on development proposals.

4.4 The Adoption of Development Schemes

At any time after the adoption of the Municipal Plan, Council may prepare and adopt a development scheme under Section 31 of The Urban and Rural Planning Act.

Land or buildings which are essential to the implementation of the development scheme may be acquired by Council through expropriation or otherwise. Council may also dispose of lands acquired for this purpose subject to any building or other restrictions that may be set out in the Municipal Plan or any further Plan or Scheme.

As stated in Section 32 of The Urban and Rural Planning Act, the procedure established in the Act or the adoption of Municipal Plans shall also apply to development schemes.

4.5 Procedure for Amending the Municipal Plan

This Plan has been prepared with the intent that no amendment will be required during the next five years, at the end of which another Plan Review will be undertaken.

Major changes in economic conditions or in policy direction, unforeseen at this time, could however occur during the Planning Period. The Industrial and Port Development Study (to be completed in 1983) for example, could recommend changes to the Plan.

Should an amendment need to be considered, it will be given the same evaluation and approval procedure as this Plan, including a public hearing with a Commissioner appointed by the Minister of Municipal Affairs. Evaluation of the proposed amendment will be compiled into a Background Report. The proposed amendment will include policy statements and an accompanying Proposed Land Use Map.

MAPS NOT

FILMED

CARTES

OMISES